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SOCIALIST ON RAILROADS

Olaf Olesen Gives a Remedy for Prevailing Evils.

The orange shippers and commission men are indignant-and justly so-on account of poor freight service.

The transportation companies charge express rates, which we are compelled

Fruit can be brought to New York from Canada and Porto Rrio, for less than half of what it costs from Florida. Carloads of oranges arrive in wasty and decayed condition, due to careless and incompetent work of the railroads and steamship lines.

These are conditions under private ownership of transportation companies. Senator La Follette has estimated the approximate cost to rebuild the railroads of the United States at \$5,000-000. But the stock and bonds sell for \$13,000,000. There is \$8,000,000 water, on which we pay interest. What this means to us it dollars and cents can be seen from the 'ollowing figures: During 1906 the writer has shipped from 21 acres of abakkas, 920 crates of pines, and paid \$699.32 in transportation charges. If we were paying the railroads interest on capital invested, and not on watered stock, this would mean a saving of \$430.35 on above transportation charges. But watered stock and private ownership of railroads seem to be inseparable. As long as railroads are left in the hands of private corporations, it is to their interest to make as large profits as possibleand in order to protect their interests, they will exert the powerful influence of money, to secure the nomination friendly candidates for the legislature, and therefore the lobby, to prevent adverse legislation-it has taken two years to pass a railroad bill, which is not worth the paper it is printed on.

President Roosevelt says, "Government ownership of railroads is the greatest calamity that ever befell a nation," and under the present system with its graft and corruption in legislation, this seems true. Still government ownership of transportation companies is clearly the only way to prevent private greed from looting our pockets, as far as inefficient service is concerned, we can hardly fare worse under government ownership than we now do under private ownership.

The socialist party shows the way to honest legislation, that is in the interests of the voters, instead of in the interest of corporations. Each candidate nominated for office by the socialist party must leave in the hands of his constituents his signed resignation for that office with date in blank. If false to the interest of his constituents, he can be recalled and another appointed, As an additional securety the socialist platform calls for the referendum vote. This means that on demand of a certain number of voters, any law shall he submitted to a general vote by the people. These means will, to a great extent, eliminate corruption from our legislative bodies, and insure the success of government ownership of transportation companies.

OLAL OLESEN.

Fort Saratoga. With the history of Old Saratogs the names of Schuyler and Livingston are closely associated. Fort Saratoga was built in 1690 by Major Peter Philip Schuyler, and around it grew up a small settlement which suffered many vicisaitudes during the troublous times of the next hundred years. Lying on the thoroughfare from Canada to New York, this northern valley of the Hudsoc was always in dispute in the French and Indian war, and in the Revolution until the great battle of Saratoga-the first victory over which the American flag waved, and one of the fifteen decisive battles of the world. .. the actual battleground is several mees away from the settlement and is marked today by many stones recording the brave deeds of our American soldiers. The house still stands in which arnold was confined as prisoner and from which he escaped in time to help turn the tide of battle toward victory.-Four Track News.

A Too Familiar Suake. Seeing snakes is a common experience with the inhabitants of India and one unconnected with any suggestions of bibulousness. An English nurse tells of a little boy who lived in the next bungalow to hers and had his brend and milk every day on the veranda sitting in a child's high chair. One morning, hearing him talking and erowing to himself apparently, she was paralyzed on looking out to see him gently tapping the head of a cobra with his spoon, saying, "Naughty, naughty!" The snake was drinking the milk out of the bowl, paying no heed to the child. In that mysterious country the snakes may be heard rustling across the verandas and have an untidy habit of shedding their skins any.

Florida East Coast Railway

Local Time Card No. 67. - In Effect September 16, 1906. SOUTHBOUND-READ DOWN. NORTHBOUND-READ UP.

No. 99 Daily	No. 29 Delly	STATIONS.	No. 78 Dally	No. 98 Daia
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Buffet Parlor Cars on trains 20 and 78. Buffet Sleeping Cars on trains 99 and 98. t Daily except Sunday.

No. 23 Sunday Only	No. 21 Sunday Only	No. 19 Daily	No. 17 Daily Except Sunday	MAYPORT BRANCH.	No. 18 Daily	No. 20 Sunday Only	No. 22 Dally
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SOUTHBOUND	NORTHBOUND
Ly MIAMI, Tuesdays, Saturdays 11 40pm Ar KEY WEST. Wednesdays, Sundays 1 00pm Ly KEY WEST Wednesdays 8 00pm Ar HAVANA Thursdays 6 80am	Lv HAVANAThursdays 2 COn'm Ar KEY WESTThursdays 8 30pm Lv KEY WEST.Thursdays, Mondays, 9 30pm Ar MIAMIFridays, Tuesdays 8 00pm

Additional Sailings between Key West and Havana.

Ly KEY WEST....Mondays, Fridays.... 8 80pm | Ly HAVANA...Tuesdays, Saturdays... 12 00a | Ar KEY WEST. Tuesdays, Saturdays... 8 30pm | Ar KEY WEST. Tuesdays, Saturdays. 8 30pm | Ar KEY WEST. Tuesdays, Saturdays... 8 30pm | Ar KEY WEST. Tuesdays... 8 30pm | Ar KEY WEST. Tuesdays... 8 30pm | Ar KEY WEST. 8 Trains Discharge Passengers at Ship's Side. No Transfers,

These Time Tables show the times at which trains may be expected to arrive at and defrom the several stations, but their arrival or departure at the times stated is not guarant mor is this Company to be held responsible for any delays or any consequences arising therefore.

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